

THINKS TUNNEL CLOAKS BIG JOB.

Alderman "Little Tim" Sullivan Says Pennsylvania Railroad Seeks to Make Montauk Point a Port of Entry.

WOULD INJURE THE CITY.

Miles of Docks Likely to Be Vacated, He Asserts, and Points to Manhattan and Subway Merger as a Dangerous Precedent.

Alderman "Little Tim" Sullivan, leader of the opposition to the Pennsylvania tunnel franchise, was asked by The Evening World to-day to comment on the statements of Cornelius Bliss and Gustav Schwab, in criticism of the action of the aldermen in holding up the franchise.

"Talk such as Mr. Bliss and Mr. Schwab have given utterance to," said Alderman Sullivan, "is just what might be expected of them. They look at things from one point of view. They are in sympathy with the wealthy men who control the Pennsylvania Railroad and are trying to get a franchise of inestimable value for little or nothing from the city of New York.

"I and my colleagues in the Board of Aldermen look at this proposed tunnel from the standpoint of men interested in the welfare of the city, and I want to say that if we can prevent it this franchise will not be granted.

"Mr. Bliss and Mr. Schwab say that the tunnel will bring trade and prosperity to New York. Why? Are people coming here to spend their money simply because there is a tunnel under the North River and an underground station uptown? I want to say that instead of being a benefit to New York the tunnel would be a positive detriment.

"To benefit Montauk Point. The whole proposition back of this tunnel is to make Montauk Point the port of entry into the city. If it goes through and they are allowed to complete their tunnel and their railway schemes on Long Island the shipping interests of New York will be dealt a blow from which they cannot recover. It will vacate miles of docks and hurt the city in other ways.

"We have had a taste of this in the development of Newport News. The growth of that port in proportion as it has hurt New York in proportion as it has hurt New York. It will be the same way if the Pennsylvania Railroad is allowed to establish a rival port at the other end of Long Island.

"In all the talk I have heard about this tunnel the men interested in seeing it put through are not talking for the benefit of the city. They are talking for the benefit of the Pennsylvania Railroad. I haven't heard any one say anything about the benefit it would result in for the city. I don't think any citizen is foolish enough to believe that there is more benefit than the city to carry people under the bed of the North River.

"Makes Its Own Terms. Another thing in connection with this proposed tunnel is the Pennsylvania Railroad has made its own terms with the city, through the Rapid Transit Commission, which is self-appointed, self-perpetuating body, with no responsibility to the city of New York. It is too easy for powerful corporations to get franchises. Look at the Rapid Transit tunnel for instance.

"When the scheme went through everybody supposed that the subway line would be a competitor to the R. R. and that lower fares would result. What do we find? Why, the two systems have consolidated, eventually they will consolidate with the surface roads, and New York will be in the hands of the most powerful monopoly in the world. Was this contingency foreseen by the men who granted the franchise? Are we to take the bare word of the officials of the Pennsylvania Railroad as to their intentions?

"You can't tell what is in the cover. You can't tell what is in the tunnel scheme from the promises and assurances of the Pennsylvania Railroad people. This is too big a thing to be settled off-hand. We have plenty of instances of the danger of allowing monopolies to grab perpetual franchises, and if we have anything to say about it, the Pennsylvania Railroad will not be allowed to enter the city of New York on the terms it has proposed."

NOW FOR BRIDGE NO. 3.

Contract for the Manhattan Tower Advertised in City Record.

Bridge Commissioner Lindenthal to-day said that the towers of bridge No. 3, which is to span the East River, would not be completed until probably the early part of 1904.

Work on the towers of this bridge began over on the Brooklyn side, and it has taken a year and a half to complete the foundation for the Brooklyn tower. It is expected that the work on the Manhattan side will take even longer, the advertisement calling for bids has been printed in the City Record.

Mr. Lindenthal thinks that the contract for the letting of the work for the erection of both towers should have been awarded simultaneously.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.
Sun rises, 7:00. Moon sets, 1:52.
THE TIDES.
High Water, Low Water.
A. M. P. M.
Rough Hook, 9:25 9:54
Governor's Island, 1:50 10:11
Salt Date Ferry, 12:50 12:51 6:52

PORT OF NEW YORK.

Arrivals.
Albatross, from Boston, 10:30.
Albatross, from Boston, 10:30.
Albatross, from Boston, 10:30.
Albatross, from Boston, 10:30.

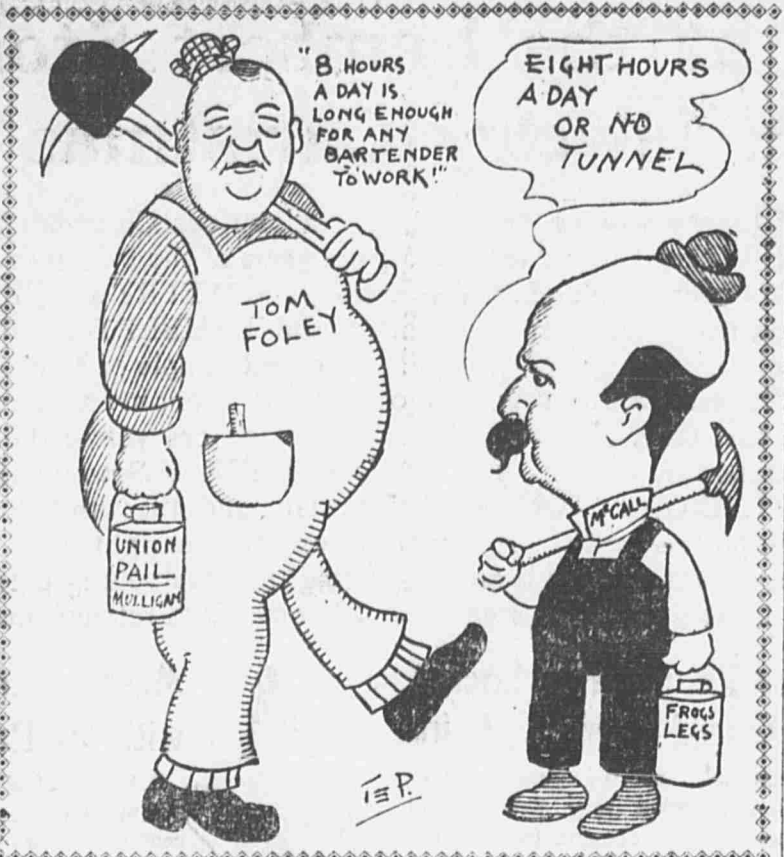
OUTGOING STEAMERS.

Sailed to-day.
Albatross, to Boston, 10:30.
Albatross, to Boston, 10:30.
Albatross, to Boston, 10:30.
Albatross, to Boston, 10:30.

INCOMING STEAMERS.

Due to-day.
Albatross, from Boston, 10:30.
Albatross, from Boston, 10:30.
Albatross, from Boston, 10:30.
Albatross, from Boston, 10:30.

HORNY-HANDED SONS OF TOIL WHO WANT EIGHT HOUR DAY IN TUNNEL.



(Continued from First Page.)

Pennsylvania Railroad Company agreed to the insertion of the labor clause.

"Then came the property-owners along the proposed route of the tunnel who have clamored for their rights. They declared they had not been fairly dealt with by the corporation.

"Another faction clamored for greater and more adequate compensation to the city arose in the board, making them jealous which will not down. Then when the talk of 'boodle' developed the Aldermen agreed that they had excellent reasons for rejecting the franchise, and that I fear will be its fate next Tuesday.

"The Railroad Committee will make two reports—a minority and majority. The majority report will be adverse to the franchise and suggest changes. That is the present prediction.

"What then will become of the franchise? It will go to the Legislature at Albany and be referred by that body to the Board of Estimates and Appropriations for final adoption. The latter board will have the power and is at present in favor of the franchise as it stands.

Tim Sullivan Leads Opposition. Congressman-elect Timothy D. Sullivan is outspoken in his opposition to the tunnel franchise in its present form. He denounces the 'various' of 'boodle' designating the 'various' as 'all right.' He said:

"I never spoke to any one about the franchise—not even with young Tim—until he came to the city. I have not heard any one say anything about the benefit it would result in for the city. I don't think any citizen is foolish enough to believe that there is more benefit than the city to carry people under the bed of the North River.

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CONSUMPTION CAN BE CURED

IN THE FIRST STAGES.

A Beautiful Girl Saved from Dread Consumption—Other Wonderful Cures.



Miss Amelia Weymer.

Hundreds of Women Cured of the First Stages of Consumption by Per-na.

The Following Letters from Thankful Men and Women Tell Their Own Story.

Miss Josephine Stohmsamer, Denver, Colo., writes:

"My physician advised me to go to Colorado because my lungs were delicate, and I had catarrh of the head which the damp climate seemed to aggravate. I spent two years there without improvement. Then of the value of Per-na I began taking it, and in two months was completely cured. I had suffered for three months and I had suffered no relief. I consider Per-na very superior to Colorado air. I had known of it before it was advertised, and I had heard of Per-na as a cure for lung trouble. I decided to give it a trial before I left my family for an expensive journey among strangers. For six months he used it faithfully, and found that as trouble gradually disappeared, and blessed health took its place. In two months he was perfectly well, and able to perform his duties. You have indeed a grateful mother's thanks."—Mrs. Mary Hobbs.

Miss Josephine Stohmsamer, Denver, Colo., writes:

"I suffered six years with chronic catarrh. Last year my condition was very bad. I could not speak aloud, had a terrible cough, hemorrhages from the lungs and night sweats. I expected to die from consumption, as catarrh had spread through my system. I had heard of Per-na, and I decided to give it a trial before I left my family for an expensive journey among strangers. For six months he used it faithfully, and found that as trouble gradually disappeared, and blessed health took its place. In two months he was perfectly well, and able to perform his duties. You have indeed a grateful mother's thanks."—Mrs. Mary Hobbs.

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B. Altman & Co.

Evening Wraps, Paletots, Matinee Coats and Travelling Garments.

For Thursday, December 4th:

Black Velour Blouses, . . . \$19.50 and 25.00

Black Cloth Matinee Coats, . . . 25.00

Black Broadcloth Paletots, . . . 32.00

SHAWL DEPARTMENT.

India Chuddah Shawls with Cashmere border, Shetland, Algerian and Embroidered China Silk Shawls, Himalayan Shawls in the Scotch Tartans, Cardigan Jackets, Quilted Vests.

B. Altman & Co.

will place on sale Thursday, Friday and Saturday, 400 dozen Women's Glace Kid Gloves, two-clasp, in Black, Tans, Reds and Browns; regular value \$1.00 pair, at 78c.

(Rear of Rotunda.)

Eighteenth Street, Nineteenth Street and Sixth Avenue.

O'Neill's

Thursday, December 4, Women's Hosiery Specials.

100 Dozen Women's Fast Black Lace Open Work Lisle Thread Hose, made to sell at 50c. and 75c. per pair—special at, 40c.

Women's Black Lisle Thread Hose, in plain, Richelieu and Rembrandt ribbed, double soles, heel and toe, Per Pair, 35c.

3 Pairs for \$1.00.

175 Pairs Women's Pure Silk Hose, in black only, double sole, heel and toe, worth \$1.75 to \$2.00 per pair—special at, \$1.35.

Women's Black Cashmere Hose, extra fine and heavy, double sole, heel and toe, Per Pair, 39c.

6 Pairs for \$2.10.

Men's House Attire

at special prices for Thursday.

MEN'S HOUSE COATS, made of all-wool double-faced Cheviots, tufts to match, in brown and Oxford gray, sizes 34 to 44, value \$6.00—special at, \$3.98.

MEN'S BATH ROBES, in all-wool fancy Plaid Cheviots, sizes 34 to 44, a regular \$5.00 Robe—special for Thursday, \$3.48.

H. B. Batterman

All Cars go direct or by transfer to our doors.

Every Floor in This Big Store Breathes a Holiday Atmosphere. Shop Before the Rush Sets In.

Men's Underwear

100 dozen Men's Natural Color Extra Heavy Wool-faced Shirts, silk fronts, with Drawers 59c each; value 75c; each 1.25.

Men's Fine Quality Cambric-hair Wool Shirts and Drawers, nicely finished, value \$1.00; each 1.25.

Night Shirts and Pajamas

Men's Extra Good Quality Domest Flannel Night Shirts, extra long and cut full, well made, 49c each.

Boys' and Youth's Domest Flannel Pajamas, large assortment of patterns, for ages 6 to 15, 79c each.

Gift-giving Suggestions

that combine ornament & utility

This handsome very large strongly made, full roll back, cane seat, finished to preserve its natural color, 2.95.

This highly polished Music Cabinet contains six spaces. It is something that every piano student would welcome with joy, and besides, is an ornament in the parlor or music room, 3.50.

WILL PROBE "WATER CURE."

Major Glenn to Be Put on Trial at Manila.

MANILA, Dec. 3.—For having ordered the execution of several native guides who misled an American column Major Edward F. Glenn, of the Fifth Infantry, who was found guilty of administering the "water cure" to natives during the Samar campaign, will be put on trial a second time.

Orders have been received from Washington directing that a court martial trial be held, and it is expected that this proceeding will reopen the entire question of the Samar campaign.

Major Glenn has requested that Major Gen. Chaffee and Brig.-Gen. Jacob Smith be called as witnesses.

Broadway, Graham & Flushing Aves., Brooklyn.

DEMOCRATSIPHOD ROOSEVELT'S HANDS

They Defend His Action in Naming the Coal Strike Commission on Floor of Congress.

WASHINGTON, Dec. 3.—When the House went into Committee on the Whole and took up the consideration of the Coal Strike Commission bill, the Democrats, stated that he desired to offer an amendment. The Chair having ruled that amendments were not in order at this time, Mr. Cannon, in charge of the bill, agreed that the amendment should be read for information. It provided to be an amendment to place anthracite coal on the free list.

Mr. Benton, a member of the Appropriations Committee, to whom Mr. Cannon yielded, declared that he could not support the bill. The President, he had no legal authority for the creation of the commission. His second objection was that it placed \$50,000 in the President's hands without any limitation whatever.

Livingston, of Georgia, and Underwood, of Alabama, supported the bill, although they agreed that the President's action was irregular.

Mr. Bartlett, of Georgia, said the President had acted patriotically. Mr. Cochran, of Missouri; Mr. Fessenden, of Illinois; Mr. Gainer, of Tennessee; and Mr. Maddox, of Georgia, endorsed the action of the President.

Hemenway, of Indiana, and Lacey, of Iowa, warmly defended the course of the President, the latter characterizing it as one of the "boldest" acts in the history of the Executive.

BOTH SEEK A DIVORCE.

Fourth Ward Society Complac Accuse Each Other.

In the trial of the suit and counter suit for divorce between Louis and Elizabeth Voigt before Justice Hall and a jury this afternoon, these Fourth Ward society people charge each other mercilessly and each denies the charges of the other.

Mr. Voigt, a prosperous butcher, says Freeman Haggerty visited his wife one day when he was at Shohola Glen, and a furniture dealer called on her another day. She says she was with him on this first occasion and that her husband was with Rose Meehan at Shohola Glen, and she never left him on the furniture in her life.

Mrs. Voigt, a handsome young woman, appeared in rustling black silk gown and sparkling coat and with big diamonds in her ears.

RUSHING CANAL TREATY.

Colombia Resumes Negotiations at Washington.

WASHINGTON, Dec. 3.—Negotiations between Secretary Hay and Dr. Herran, representing the Colombian Government for a canal treaty, were resumed to-day and there is promise of a treaty before Christmas.

HAVANA TOBACCO FROM TEXAS.

WASHINGTON, Dec. 3.—The Secretary of Agriculture reports that experts of his department have been able to produce in Texas a tobacco with the characteristic aroma of the Cuban product.

EXPLOSION KILLS MEN, SINKS SHIP.

Fourteen Missing as the Result of Disaster to Oil-Burning Steamer at San Francisco.

SAN FRANCISCO, Dec. 3.—Several men are reported killed in an explosion on the steamer Progresso to-day. Ten men have been taken to the General Military hospital. The ship, which was being converted into an oil burner, was destroyed by fire.

There were about forty men on the vessel, and of these twenty were injured and fourteen are missing. The vessel has broken in two. So far there is no positive information of fatalities.

A second explosion followed the first, seven oil tanks in all being destroyed. The Progresso was to have left next Wednesday for New York and was next to get on the run between New York and Galveston.

TWENTY-EIGHT LOST IN WRECK AT SEA.

Spanish Steamer Goes Down and Five of Her Crew, After Reaching Boats, Are Missing.

SWANSEA, Wales, Dec. 3.—The new British ship Brynmor, which sailed from Barry Nov. 19 for Algora Bay, has returned to this port, having been damaged by gales in the Bay of Biscay. The Brynmor lay on board five of the crew of the Spanish steamer Neptune.

Capt. Arizaga, from Antwerp Nov. 19, bound for Tampico, which foundered with twenty-three of her hands. Five of the Neptune took to a small boat and are supposed to have been lost.

The Neptune, formerly the South Africa, was of 2,222 tons register, and was owned by F. M. Rodas, of Bilbao. She was 282 feet 3 inches long, had 45 feet beam and was 17 feet 2 inches deep. The steamer was built in 1897 at Sunderland.